



Jim Westmoreland,
Director

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FROM THE DIRECTOR



GDOT TRAFFIC ZONE

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Celebrate 2002 – Look Forward to 2003!

As we close in on the end of 2002, I wanted to take a few moments to recap and celebrate a few of our significant accomplishments and then, focus our attention to 2003 to preview what's ahead for GDOT.

Back to Basics – This program continues to exceed expectations. In addition to our 96% employee participation level and thousands of small problems we proactively identified, reported, and corrected before they became big problems, we significantly enhanced public safety through our actions and saved untold resources (time and dollars) through our stewardship. Continue to commit your time, talent, and leadership to B2B in 2003!

Operations Division Maintenance Practices – Even though the summer of 2002 will forever be remembered for our unprecedented community drought, I will always remember it for the intense preventative maintenance efforts provided by our Operations Division. Never in my seven years with GDOT have we as a Department committed so much time and effort to preventative maintenance (that all will pay off this Winter). Whether it was proactive skin patching, concrete repair, storm water maintenance (the infamous “J” hook still stands out in my mind), street cleaning, or the on-going attention to detail we paid to our signs, signals, and markings, our efforts truly reflect our continued and on-going commitment to provide the highest quality maintenance services possible to our community.

Significant Development Ordinance Changes – This year our Department was the catalyst behind two significant changes to the City's Unified Development Ordinance. While on the surface these changes may seem minor in scope, in reality both changed the way we do business and will ultimately shape and significantly enhance our quality of life in Greensboro. The two items I am referring to are our Street Connectivity Ordinance and Sidewalk Ordinance. Thanks to the outstanding work of our Engineering and Planning Divisions, both items were unanimously approved by City Council. In addition, our department continues to play a key role in the development of the City's first comprehensive plan. When adopted in 2003, the plan will likely inspire other significant business and ordinance changes which we will need to coordinate and lead.

Downtown Parking Improvements - As our community continues to search for ways to enhance economic development and make our downtown more viable, one key element we manage and assist with is downtown parking. Over the past year we have made significant enhancements in Parking Deck security (through the addition of a comprehensive camera and emergency/information phone system and our deck relighting to enhance night visibility), added well over 100 on-street parking throughout the CBD, implemented additional parking incentives (30 minutes free parking in decks) to encourage downtown business activity, enhanced signage in our surface lots, and placed informational/educational stickers on our parking meters.

Public Transportation Service Milestones – In 2002, GTA will again serve well over **2,000,000** riders in our community. Through their collective efforts, passion, and leadership and, continued enhancement in services, convenience, and system reliability, GTA (the Public Transportation Division and our contractor ATC) have grown our service into a significant community resource and transportation choice. Another Public Transportation accomplishment in 2002 was the establishment of Regional Bus Service by PART. While it may not be apparent to the casual observer, much of the early success of PART can be directly attributed to the efforts of our Public Transportation Division staff, the role they played in the planning for the Regional Service and more importantly, the role they played in supporting PART through allowing them to take over our established and successful Career Express service in the Airport Area.

Still the Absolute Best in the Business! – I would be remiss if I did not take a moment to thank and recognize the outstanding efforts of our administrative support staff, work management team, safety committee, and warehouse operations in 2002. While they do such a highly effective job for GDOT that it is often easy to overlook the significant role play and on-going contributions they make, all are to be commended for their efforts in 2002 and were a key and integral part of our overall success! A few of their accomplishments include ensuring we have the supplies we need to do our jobs effectively and efficiently, ensuring we receive our paychecks and other benefits on-time, effectively dealing with citizen calls and developing work orders, another 100% audit by the warehouse!, and an enhanced commitment to safety that garnered us 100% of our available safety incentive money. In summary, each of these folks are still the absolute best in the business!

Looking Forward to 2003 – 2003 promises to be every bit as challenging, exciting, and rewarding for GDOT as 2002. A few things for us to look out for and focus on in 2003 include: More Winter Storms...I hope not, but if there are, we're up to the challenge!; Back to Basics Coordinated Service Delivery...B2B on Steroids, Go Operations!; Continued focus and push to become Star Certified...Total safety will require a total commitment of all employees; Results of an External Stakeholders Survey by the Leadership Team...Departmental feedback, recommendations, and development of strategic follow-up action plans; GTA Long Range Plan and Resource needs...now is our opportunity to legitimize public transportation and take it to the next level!; Continued State and Local Budget Issues...we will continue to be challenged to tighten our belts, assess services, and possibly explore further cuts; Implementation of the new Citywide ERP...this will trigger a series of changes in how we operate internally as an organization; Implementation of 2000 Transportation Bond Projects...will necessitate a review in how we deliver projects and examination of project assessments; Completion of the Depot, I-40 project, Southern Outer Loop, and City's Comprehensive Plan...all will bring an interesting array of new challenges and discussions on community change; and last but not least, City Council elections and follow-up on such matters as the Land Fill, baseball stadium, budget, etc.

In closing, I am extremely proud of your efforts in 2002 and appreciate all that each of you do to serve and enhance our community. Keep up the great work and have a safe and joyous holiday season!

BUSINESS/PARKING

Over the past six months the Business/Parking Division has taken on several exciting project that we would like to share with our Traffic Zone Readers. The 2002-2003 top three priorities of Customer Service, Asset Management, and Program Enhancements have all moved forward.

In the area of "Customer Service" the Administration Section spent a considerable amount of time organizing and coordinating GDOT's City/County Charitable Campaign. Coordinators Tonya Williams and Michelle Pridgen helped our department surpass last years total by \$1,493.48, and raised a combined \$18,573.48. Customer services goes beyond being friendly to the citizens, it also means participating in campaigns that help the community. Thanks for your support.

We are also excited about the "GDOT Asset Management Project." A single software package or a hardware device cannot define public works asset management. It is a combination of tools and procedures to enhance the inventory, management and maintenance responsibilities of a public works organization. A good public works asset management system provides life-cycle coverage of each infrastructure asset beginning with design and construction through reconstruction and replacement.

A public works asset management system provides the data to explore how decisions may influence both current budgets and long-term planning and asset condition. It is commonly described as the daily practice of collecting, maintaining, and analyzing asset data. To date, GDOT has utilized several different types of software (such as Hansen) to track and manage work performed by GDOT. This project will help us better understand and report the types of assets the Operations Division maintains.

We have made great strides at enhancing the SafeLight Program. Kenny Crawford, SafeLight Program Administrator, continues to organize our contractor and work with them to make small yet significant adjustments to the effectiveness of the program.

The Business / Parking Division wishes all of you a Happy Holiday Season and a Happy New Year. See Ya in 2003.



PARKING

While you're out and about in the downtown area, you will notice that the time duration for on-street parking has changed. The new standard is two hour parking at the meters to allow downtown visitors time to enjoy dining and shopping without the pressure of plugging meters every thirty minutes. Due to the nature of some businesses, we still have a few short term meters.

The camera/security upgrade for the four city-owned parking decks is almost complete. We have installed talk-a-phone boxes in each of the decks with blue lights that strobe when activated by a customer. The deck offices camera monitor is also activated therefore by allowing visibility from the call station to the attendant. If emergency phones are not answered within a few seconds, the call rolls over to the 911 Call Center during business and after hours. The cameras are recording digitally twenty-four/seven.

Engineering

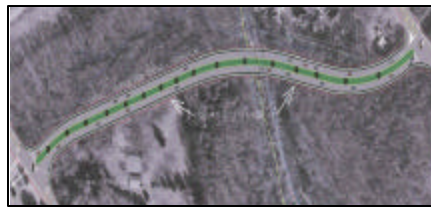
Greene Street Improvements

The GDOT Engineering Division is finalizing conceptual designs for improvements to Greene Street between Friendly Avenue and Smothers Place. As part of this project, Greene Street would be reduced to three lanes with curb bulbouts at pedestrian crossing locations. The project will feature a modern roundabout that would replace the existing traffic signal at the intersection of Greene Street and McGee Street. In addition, on-street angle parking will be created between Washington Street and Davie Street. The current schedule is to begin construction in spring 2004. Look for more downtown traffic changes to come!



Fleming-Horsepen Connector

We have recently completed the public involvement phase of a feasibility study for a new roadway between Fleming Road and Horsepen Creek Road. The roadway will create a much-needed East-West connection in one of the fastest growing areas in our community. This connector is part of a larger vision for the area which would include a North-South connection between Fleming Road and Lewiston Road and an interchange with the Greensboro Urban Loop.

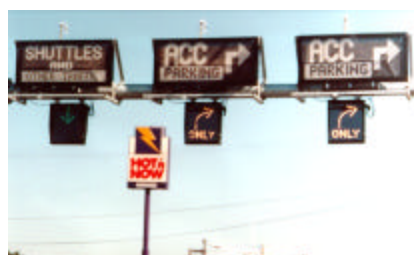


Coliseum Area ITS Upgrades

In preparation for the ACC Tournament in March, we are upgrading the traffic cameras that are located on the Greensboro Coliseum and the Sheraton Four Seasons to a new dome type camera. The new cameras at the Sheraton Four Seasons will be transmitted by spread spectrum radio back to the Coliseum, replacing the existing microwave



communication system. The replacement of these cameras will be cheaper than trying to repair the existing aging Coliseum camera system. In addition, larger dynamic message signs will replace the existing flip-disk signs at select locations on High Point Road and Coliseum Blvd. The existing flip disk signs are in need of repair and the new replacement signs will be more dynamic and versatile than the worn out flip disk signs.



In-street "Yield to Pedestrians" Signs

The in-street "Yield to Pedestrians" signs located at the mid-block crosswalks on S. Eugene Street, W. Market Street, and W. Washington Street have been installed in order to alert motorists of pedestrian activity and increase pedestrian safety. These signs are being installed on a trial basis to test their effectiveness. Preliminary information suggests that the signs are very effective at getting drivers attention and compliance with the mid-block crosswalks. Data, which includes vehicle speeds and video footage, was collected before and after the installation of the signs and is being evaluated for a more comprehensive determination of the signs effectiveness. The in pavement pedestrian warning sign is a new type of warning sign being tested in several cities across the United States. Washington DC installed over 1000 of these signs this summer. We hope these signs prove to be effective and can be used as another tool to make our transportation system more pedestrian friendly.



Pace Car Program Development

This program is currently being developed as part of the Neighborhood Speed Watch Program. This program allows citizens the opportunity to calm traffic on residential streets by setting the "pace" with their vehicle for others to follow. In order to participate in the Pace Car Program, a citizen must sign a pledge stating that they will obey the speed limit, stop for pedestrians, be courteous to bicyclists, and display the Pace Car sticker on their vehicle. The target areas for this program will be in neighborhoods where speeding traffic is a concern. GDOT will SET THE PACE by requiring all GDOT employees who drive a City vehicle sign the pace car pledge and place the sticker on their city vehicle. Our employees, who drive numerous miles each day, can set the "pace" for other motorists to follow and set a good example by taking the Pace Car Pledge and obeying traffic rules and regulations. Look for the Pace Car Program to kick-off this spring.



Site Plan Review / New Developments / TIS's

With the recent economic troubles for Cone and Guilford Mills, we are reviewing development and redevelopment plans for many of the mill properties around Greensboro. Guilford Mills old Greensboro plant on Wendover has recently been demolished to make way for a new shopping center. The final plans should be approved in the next couple of weeks, and the roadway improvements along Wendover Avenue will likely start construction sometime this winter, with the first stores opening sometime in summer or fall of 2003. Not to be outdone, Cone Mills has recently sold some vacant property near Summit and Phillips Avenues, which will be developed for single family housing. Expect to see additional large retail developments along NC 68, S. Elm-Eugene Street, Pisgah Church Road, and Gallimore Dairy Road at the realigned Burndt Poplar Road in the coming months.



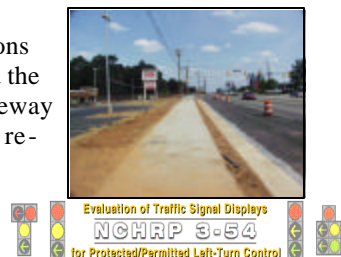
In residential developments, most of the new single-family developments are now being planned in eastern Guilford County, to take advantage of the new water-sewer boundary. Expect to see regular annexations in these areas, as these properties develop. Most of the proposed in-fill projects inside the existing city limits are being planned as town-home developments. This adds a wrinkle to the issue of street connectivity for stub streets, which we seem to continue to battle on a daily basis. City Council has adopted guidelines for requiring street connectivity and ultimately City Council will make the final decision.



Overall, office and industrial development remain somewhat slow, with just a few minor projects planned across the city. These types of development however, will likely begin to increase as the economy improves.

Driveway Manual Update

After multiple submittals and revisions our consultant has recently finalized the latest draft for revisions to our Driveway Manual. Next up will be an internal review by GDOT and other Departments within the City of Greensboro. After that, we will release the draft for public comments by TREBIC and the development community, before taking it to City Council for adoption. We hope to have the driveway manual adopted by the end of 2003.



Innovative Signal Operation Planned

Plans are being developed for an application of lead/lag phasing using protected/permissive left turns rather than protected-only. This application is used extensively in Dallas and Austin, Texas. The five-section signal heads will include the use of louvers to shield the indications from the adjacent through traffic. The lead/lag protected/permissive phasing will operate more efficiently at lower volume intersections where left turn movements do not need to be made exclusively under a green left turn arrow.

Lights are Planned for Railroad Underpasses

In conjunction with the East Market Street streetscape project, pedestrian lighting is being planned in several railroad underpasses. Absence of this type of lighting is a frequent complaint received from citizens. Duke Power does not install or maintain structure lighting and these services will be contracted. Mike Covington has coordinated with Mike Mabe and a contractor to install these lights under the railroad bridges.



Wendover Avenue Traffic Signals to be Optimized

New signal timing plans for West Wendover are nearly complete. These plans were developed in conjunction with the Corridor Improvement Program. This area currently operates on peak hour cycles of 240 seconds. With the implementation of lead/lag phasing at several intersections, this cycle can be reduced to 180 seconds while generally retaining the current bandwidths. A 60 second reduction in cycle length may not sound significant, but ask the motorists on Norwalk Street. These signal changes will make traffic on Wendover Avenue flow more efficiently.



East Market Streetscape Update

Construction on the first Phase of the East Market Street streetscape project will begin in the spring of 2003. The first phase will run from Murrow Boulevard to US-29 and will cost approximately \$6.6 million. Construction on the second Phase of the East Market Streetscape project will begin in the summer of 2003. The second phase will cost approximately \$5.4 million and will run from US-29 to English Street. The East Market streetscape project is being funded from transportation bond funds.





Operations Manager

As the holiday season approaches, A special thank you is extended the operations employees who continue to make GDOT a great place to work! May I you all have the opportunity to get together with family and friends and take the time to appreciate what is most important in our lives.

The Operations Division Management Team has been busy (and productive) since our last report in June, 2002. Some of our top projects include:

Safety Program

Jeff Knight and the Safety Committee are making great things happen with the GDOT Safety Program. GDOT as a whole reduced lost work day accidents and received 100% of our Safety Incentive funds, about \$2,700 !

Thanks to all employees who are making GDOT a safer place to work! Be on the lookout for opportunities to become involved with this effort throughout the coming year.

Back to Basics “Coordinated Service Delivery” Enhancements

Thanks to an improved coordination effort with the local NCDOT, our Coordinated Service Delivery program on the city's top 10 thoroughfares promises to be even more effective in 2003. Our improved plan involves spending the first eight weeks of the maintenance season on major thoroughfares, and then moving on to more local and residential streets for the remainder of the year. Check out our progress on the Coordinated Service Delivery Board outside the Administrative Office in the A Building.

Performance Evaluation Form Revisions

The Operations Management Team has been making revisions to our Performance Evaluation forms . We, also, plan to get feedback from supervisors and employees in the months to come. Our goal is to have a management tool that will provide better performance feedback, as well as ensure consistency throughout the division.

In case you haven't noticed, the “*Salt Palace*” has been completed! Finished just in time for use during our recent ice storm.

Signs and Markings

Summer has come and gone. As winter approaches, we can reflect back on the array of challenging yet rewarding opportunities in the Signs and Markings Section. Back to Basics, scheduled maintenance, and resurfacing have been our priority focus over the past months. Signing for special events, street closures, and work zones continue to run a close second. GDOT assets in the Central Business District really stand out. Light poles, signal heads, traffic signs, pavement markings, refuse receptacles, and parking meters foster an image we can be proud of. Our Sign Shop staff has literally worked in every area of our organization and community. Marketing the water conservation efforts, Adopt a Street and Stream programs, pedestrian zone enhancements along with traffic sign fabrication have kept staff busy. If you happen to be traveling on Muirs Chapel Road check out the “Cat Tracks.” The cat tracks are a pavement marking that is similar to a raised pavement marker. Designed to perform in wet

and/or dark conditions this low profile tape will withstand our routine snow removal techniques. Over the next few months the Signs and Markings Team will be planning for upcoming resurfacing, enhancing the sign inventory management program, the replacement of overhead guide signage on Wendover Avenue, and coordinated service delivery on the Top 10 thoroughfares.

Employees in the Spotlight

- Tim Johnson returned to work from his recent surgery.
- Congrats to Derrick Parker who was wed in August.
- Mike Jones received a certification in Applied Systems Management and Supervision.
- Vince Price was awarded Employee of the Month for September.
- Dean Willard and Derrick Parker assisted with the Loose Leaf program this year. Thanks guys!

Safety Corner

“My responsibility is to get my twenty-five guys playing for the name on the front of their uniforms and not the name on the back.” – Tommy Lasorda.

Being able to work as a team takes patience. The old way of doing things holds people accountable for their own behavior. Effective teamwork requires the group to be accountable. There must be a shift from working towards individual goals to working towards team goals. This requires belief, commitment, and trust that each team member will do their part.

Effective group discussions assist to build trust and abilities of the individual team members. Cooperation is the positive result. This increases motivation and the desire to work harder for the team.

Sometimes though, teams do not work well and the results can be devastating. The Space Shuttle Challenger, the attack on Pearl Harbor, and the Watergate scandal, are situations where teams had the proper information, but made very poor decisions.

OPERATIONS

Avoiding these errors can be overcome by clarifying assignments, setting ground rules for behaviors and results, developing work plans, brainstorming in group meetings, obtaining positive feedback, and evaluating completed tasks. Enjoying long-term benefits of injury prevention will require an investment of time, resources, and effort.

Remember, **T – E – A – M, Together Everyone Achieves More**



Storm Water Maintenance

In recent months, our section has been busy with the salt barn and other projects. Focus is currently on the coordinated service delivery of the top ten thoroughfare streets. A lot of time has been spent on maintenance of our systems on these streets. It is well worth the effort. Crews have also upgraded four systems on Washington Street for the Depot project.



We constructed and installed two “J” Hooks in the stream in Latham Park. The intent was to protect an exposed water line and stop the erosion around the line. This was exciting for us because it was a new technique in stream restoration and stabilization. It has been in place for a short time but we have already seen positive results.

Our division welcomes to the team, Ricky York, Robert Rash, Ron Roberson, Jeremy Morgan and Stephen Chukwu. We anticipate that these men will become a valuable asset to the section and department.

As President of the NCAPWA Streets Division, Tim Elmore was extremely busy working on the Fall conference, which was October 2-4, 2002 in Clemmons NC.

Street Maintenance

Over the past few weeks we have started our crack pouring operation for the winter months. This operation will last until late April or early May. We will be sealing cracks in existing pavements to prevent water from getting into the sub grade and causing bigger pavement failures. We are continuing to make full depth repairs to city streets, as well as working with the rail road to improve on their crossings..

We recently filled seven positions and would like to welcome Marvin Hill, Karen Loy, Martin Williams, Charles Melvin, and Terry Rowland, Antonio Robertson and Jorge /Gamarra to the GDOT family. Welcome aboard!

Street Maintenance continues their routine maintenance of shoulders and ditches as well as repair of curb, gutter and sidewalks.

This year we administered an on-call concrete contract, which was awarded to Yates Construction for the sum of \$100,000. This contract helped with repair of curb and gutter on streets that were resurfaced and the repair of severely damaged sidewalk on High Point Rd (between Holden and Aycok). We have been busy repairing utility cuts made by water and sewer and are at an all time low for open cuts.

This is the season for potholes and to stay on top of it we have designated a day as "Pothole Wednesday," whereas we concentrate on potholes in there perspective quads.

❁ OPERATIONS ❁

Warehouse

Thanks to revenue generated from the Red Light Camera Program, GDOT purchased 30 generators to maintain traffic signals during sever weather and other emergencies. Constant police traffic control will be reduced and GDOT crews can focus on other concerns within the City. This is a tremendous benefit for both GDOT and Police.

Kimberly Dillard and Steve Huddy attended the ERP Lawson Procurement card training and are prepared to go live on 1/2/03. The inventory will remain on the mainframe until Lawson is officially in place; however, some "bugs" could be encountered when ordering and receiving inventory. Be patient and let's all work together during this conversion.

New uniforms have been distributed. Also, a lot of coupons have been sent to employees for redeeming Back-to-Basics award gifts. Congratulations to all of you deserving employees!

Street Cleaning

We completed six rounds of sweeping residential routes and are close to completing a seventh round. The Beautification projects are complete and calls have been reduced requesting litter removal.

A big welcome to three new employees, Terry Morgan, Michael Currie and Tony Brown. They began working on October 1, 2002 and are gaining experience with the Loose Leaf Collection Program.

The Loose Leaf Collection Program started on October 21, 2002. We have collected 2,622 tons of leaves and are beginning our major collection period, which runs from Thanksgiving to Christmas.

We have a new interactive website. Please take a look at the site at (www.ci.greensboro.nc.us/gdot) check out the operations section. This website enables citizens to view information concerning our daily progress.

The Adopt-A-Street program is continually growing. We currently have 68 members. We are planning to increase the number of areas for the Beautification Projects and hopefully decrease some of the illegal dumpsites around the City.

The Back To Basics Quarterly Report

GDOT employees continue to make a difference! From July through November, over 3400 calls have been identified through our back to basics program. Current targeted maintenance areas include bus stops and graffiti.

Divisions with 100% participation during the 3rd and 4th quarters include administration, work management, and operations-supervisors. Keep up the good work!

The Back to Basics Hall of Fame thus far in 2002 includes Pat McLaurin (4279 pts), Sandy Munroe (3383 pts), and Trevis Mitchell (2247 pts) Great Job!

Back to Basics 2003 will be new and exciting! Over the next few months, staff will be working to improve processes for reporting, rewarding, and promoting the program. Your suggestions are always welcome!





GTA

New Services, New Routes, A New Era

The year 2002 proved to be an exciting year in the life of GTA! With the addition of Evening and Sunday services, the year 2002 marked the first year in GTA's history that fixed route ridership exceeded the two million mark. Service improvements that included more frequent and direct service and accessible connector routes made riding the bus more appealing to the riding public. This year was also the year for forming partnerships and launching demonstration programs such as the Guilford College Shuttle service. With the financial backing of Guilford College, GTA launched a 13-week shuttle service that connected Guilford College with other college campuses and entertainment venues in the downtown area. The major thrust of the program was to provide students with off campus mobility. Students and non-students alike benefited from the new enhanced route, even though ridership fell short of the goal of 50 riders per night. Staff is already looking at how the program can best be improved to better meet the needs of the students.

The Greensboro Transit Authority also partnered with *Action Greensboro*, a non-profit agency, in its "Get Down! Town!" event by providing free shuttle service to and from downtown for college and university students. The purpose of the event was to attract college and university students to the downtown area, as well as encourage greater use of the bus service. The event highlighted local performing artists, and restaurants offered special incentives for participants.

GTA also partnered with the Greensboro Public Library in its *Buses to Books* program. This 10-week summer program was designed to promote literacy among school-aged children, ages 6 through 17, as well as to encourage ridership on the GTA buses. Free transportation to and from the library was provided to students for their participation in the program. As an added incentive, participating students were encouraged to enter a writing contest to discuss their experience riding the bus to the library. Winners of the writing contest were selected from three age groups and were each awarded a \$25.00 Barnes and Noble gift certificate, a 31-day bus pass and a GTA winner's certificate. Weekly participation in the *Buses to Books* pro-

gram averaged 75 students each week.

Staff is pleased to announce the purchase of 50 new and improved bus shelters and 100 benches for its users. The shelters are solar equipped and more vandal resistant than the previous ones. Not only do the shelters protect the system's users from the elements, but they have also proven to be aesthetically pleasing to the general public. So far, 18 shelters and 8 benches have been installed throughout the city.

GTA is planning several activities during the Christmas holidays in keeping with its practice of giving back to the community. On Wednesday December 4, GTA riders who donate canned goods or other non-perishable food items on a GTA vehicle will get to ride free. "Lend a Hand, Give a Can" is part of GTA's continuing outreach program to thank riders for using the bus service. Proceeds are donated to the Urban Ministries Food Bank. Last year, GTA donated 700 pounds of food to the food bank. Other holiday activities include adopting a needy family and purchasing items from their wish list, serving lunch at the Urban Ministries, caroling to human service agencies, and providing a Santa on the buses to give away candy and coloring books to children of all ages. The holiday promises to be fun for the young at heart.

Lastly, the Greensboro Transit Authority and the City of Greensboro have begun a comprehensive long-range plan to establish a vision for the future of public transportation in Greensboro. Referred to as *Mobility Greensboro*, the plan will look at future transit services through the year 2015. Innovative public involvement techniques will include consensus building workshops, community workshops, review committees, newsletters, brochures, and other public outreach efforts. The first meeting of the steering committee was held during the month of November and several others will be periodically held throughout the New Year. GTA is excited that its program is moving in the right direction.





PLANNING

The Planning Division is looking forward to an exciting 2003. The MPO is preparing for new challenges and opportunities as a USDOT designated Transportation Management Area. Perhaps the key project of the first half of 2003 will be a thorough reassessment and overhaul of the area's long range future highway plan. On other fronts, it's a new day for walkability in Greensboro. Two key walkability projects are profiled below for the edification of Traffic Zone readers.

Greensboro Sidewalk Ordinance

The City Council unanimously adopted a strengthened sidewalk ordinance on December 3, 2002. Ordinance development was a 9 month process. GDOT led the effort in close collaboration with the Planning Department and with the participation of Engineering and Inspections, Legal, and Water Resources. The ordinance becomes effective January 1, 2003.

GDOT would like to thank the interested citizens who supported the ordinance and who participated in the Public Information meeting held November 13. Thanks are also in order for the Triad Real Estate Business and Industry Coalition. Staff worked tirelessly with this group to identify their core concerns. The final ordinance addresses these concerns while maintaining its essential consistency with accepted national guidelines for sidewalk installation (ITE 1998) and the practices of leading major municipalities in NC on this issue.

The new ordinance applies to public streets within or abutting new subdivision and site plan development. Sidewalks are required on both sides of all thoroughfare streets, on one side of collector and sub-collector streets with a provision for both sides where needed, and on one side of local streets. Exemptions are in place for private streets, interstates and freeways, most cul-de-sacs under 800 feet in length, and for in-fill development in existing single-family areas without sidewalks or planned sidewalk connections, when the development does not create significant pedestrian facility needs. A fee-in-lieu provision ensures that developers pay for required sidewalks when roadway projects would conflict with sidewalk installation. The new ordinance is a key element of the City's strategy for creating a more walkable community. This strategy includes City sidewalk construction targeted to high need locations, pedestrian crossing improvements, and pedestrian safety education. The City currently plans to add 56 miles of sidewalks over the next 4-10 years in order to improve pedestrian safety, reduce traffic congestion, promote good air quality and public health and increase a sense of community. These efforts are designed to enhance pedestrian safety, expand travel choices, increase access to healthful recreation and fitness opportunities, and enhance the sense of community in neighborhoods.



Battleground Rail Trail

Surveying for the Battleground Rail Trail began in October 2002. Completion is expected early 2003, after which design will commence. At the 75% completion phase a second public meeting will be held, which is expected to occur in summer 2003. Council approval for right of way acquisition and construction will then be sought. Project construction is expected to begin in 2004.

The trail will be a high quality transportation facility that will provide a safe and enjoyable way for bicyclists and pedestrians to access Greensboro businesses and amenities through a highly congested roadway corridor. The trail is a 1.1 mile piece of the Bicentennial Trail that will one day connect downtown Greensboro and High Point. This project will be funded by the North Carolina Department of Transportation and the City of Greensboro. Thank you the NCDOT Bicycle and Pedestrian Division for funding the construction phase of this project!



EMPLOYEE NEWS



Employee of the Month

Operations

Gary Burgess-July

He put forth his best effort downtown and was even praised by a number of the Central Business District merchants. Congratulations, Gary, and keep up the good work

Kimberly Dillard-July

She is the Administrative Assistant for the Warehouse. She spent many hours updating the new MSDS software to assist our Safety Manager. She also got the shoe tickets out in record time.

Vince Price-July

He is the Sign Shop Supervisor. He played a major role in new signage for the Greene Street Parking Deck. He helped with the inventory and coordinated sign needs with Triad Stage and the Kress Terrace, two customers who have pedestrian bridge walkways attached to the deck. Vince really exemplifies all of the core values in the way that he handles himself with others and the way he gets the job done.

Fredrick Rowland-July

He was nominated for his hard work and willingness to do whatever it takes to get the job done. He is a self-starter. He is currently in a Maintenance Worker I position, and yet, consistently acts as lead man of his crew. Thanks, Fred, for doing a phenomenal job.

Parking

Bill Ash-August

Bill, at his home and on his own time with his own materials, made a utility cart to improve efficiency at the decks. The decks are much easier to keep up with now that the attendants can carry everything on one cart

Avery Simmons –September

He keeps the decks supplied with necessary items and transports paperwork to where it needs to go, sometimes, even during his lunch break. His extra effort serves as a moral booster for the various decks.

Administration

Tonya Williams-September

With minimal direction, she created a time tracking spreadsheet for Signs & Markings. Her willingness to assist others enhances the services the Administrative Section provides.

Team of the Month

Donna Mitchell, Eric Rodgers, and Ryan Smith. Donna, of Work Management and Eric and Ryan of Storm Water were nominated for their quick response and follow-up with a citizen, Mr. Dale Hall. He was very impressed with the level of service provided by each of these employees.

Service Awards

Fifteen Years – Adam Fischer – Engineering and Jeff Rosson – Street Maintenance

